

3-24-1944

Embry-Riddle Fly Paper 1944-03-24

Embry-Riddle School of Aviation

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CARLSTROM FIELD ANNIVERSARY

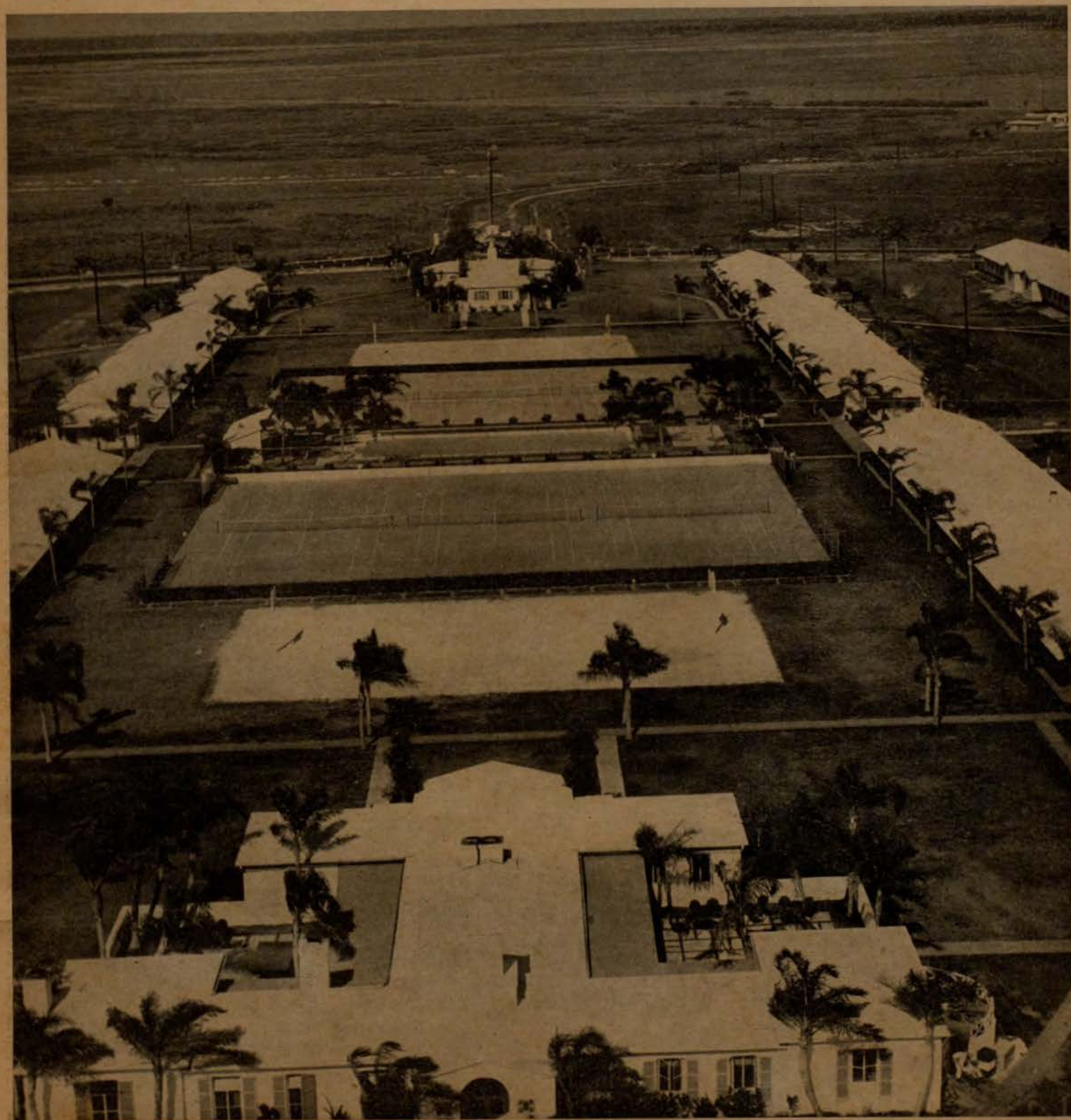
EMBRY-RIDDLE

Fly Paper "STICK TO IT"

VOL. VII

MARCH 24, 1944

NO. 23



Letters to the Editor

AAFBFS
Bainbridge, Georgia
March 6, 1944

Dear Phil:

Suppose you have been wondering why I haven't written. Well, I didn't want to write till I had soloed; I did today at five hours. The reason for not having more time than that is the weather. I don't think Burhite or Hotard have soloed as yet; they most likely will tomorrow or the next day. Salo is in a different squadron so I don't know about him.

The elimination rate is going to be darned high by the looks of things. We have lost three of our boys and none of them had over six hours.

They put one fellow up for elimination today because he landed too far up on the runway after they had told him to land on the lower half because of the AT-10s.

I'm certainly glad I had you for an instructor, Phil. The procedures you gave us on spin recovery and stalls is very exacting. Lots of the fellows are having trouble with their stalls and spins but I've talked to Hotard and Burhite and they both agree that you know what you are teaching.

They are very liberal with their pink slips—especially if your air speed gets too low—they just won't stand for it, that's all.

It seems as though we never get to take-off or land into the wind. There is always a cross wind. Remember the session we had not long before I left? Well, I do thank heaven for it.

When I used to read the letters some of the boys wrote you and they said they could hear you, I used to think it was kind of silly. Well, it isn't! I'll swear today on my approach leg you hollered at me to get a wing down into that wind. It was my first time around alone and I'm not kidding. I said "Thanks, Phil." Just one other thing, Phil. Remember my trim tab trouble? Well, as you know, we practically fly these planes with them.

Tell those fellows with you now they

may cuss you but if they stick with you they will learn!

We had our troubles but as long as I ever fly you will be riding with me. That's all for now. Thanks again, Phil.

I remain respectfully yours,

Jim Maher

Editor's Note: The above tribute to his primary instructor was written to Philip DiTillio of Dorr Field by James H. Maher of Class 44-F. We hope that every cadet will read it and realize that in winning those wings it's the foundation that counts. And primary training constitutes that foundation.

4 (WA) Force Ambulance
W.A. Force
February 15, 1944

Dear Editor:

No doubt you will be wondering upon seeing the address at the top of this sheet who on earth is writing to you from West Africa. But I felt that I must write and thank you for so kindly sending the Fly Paper to my parents, S/Ldr. and Mrs. B. J. King of Thornton Heath, Surrey, England.

You see, I have just received the first copies of the Fly Paper dated October 15-29, 1943, which have been passed on to me by my parents.

My brother, who was a member of Course 9 at Clewiston and who unfortunately was killed out there in December, 1942, wrote to me frequently and was full of praise for all the staff at Riddle Field and now that I have seen your paper I feel that now at last I really do know something about the place and the people.

I had left England some time before Geoffrey joined the RAF so you will be able to understand how much I do appreciate your kindness in forwarding the journal. If you could find a spare copy now and again, I would be more than pleased to receive it at the above address.

I wish your paper the success it so richly deserves.

Yours sincerely,
Ernest B. Riley
Sergeant

Editor's Note: Your parents need not forward the Fly Paper to you any longer, Ernest. We have placed your name on our mailing list and you will receive copies regularly. We remember your brother, Geoffrey King, well, and it was a very sad day for us when we were told of his death on December 3, 1942. Thank you so much for your very nice letter. We'll be happy to hear from you any time.

NEW PAYMASTER

Albert Tilton has been appointed Paymaster for the Embry-Riddle Company and affiliated organizations. Mr. Tilton replaces Ray Lipe, who has resigned.

Riddle Field
Clewiston, Florida
February 9, 1944

Dear Editor:

I wonder if it is possible to have the Fly Paper sent to England each week. I am enclosing a coupon with the necessary address on it.

Knowing what a wonderful job the Embry-Riddle organization is doing, I'm sure that my people will find it very interesting to read such a magazine as the Fly Paper.

Hoping for a favorable reply, I am

Yours faithfully,
Mansel Chappell
R.A.F. Cadet

Editor's Note: We have complied with your request, Mansel, and we hope that the Fly Paper will give your people a picture of your life as a Cadet while in this country. Should other members of your Course wish it sent to their homes in England, tell them to fill out the coupon and send it to the Fly Paper office.

19th Sqd., A. T. C.
R.A.A.F.
Romulus, Mich.
March 8, 1944

Hello Gang:

I just wanted to drop you a line to keep in touch with the Riddle gang. I have just been transferred here, where I found several fellows from Riddle—Bob Greer, Herb Wolff and Johnny Ayala.

I was stationed at Dallas for a while and Herbert Dailey (Captain) was the Base Adjutant. Bill Mays also is there. In flying around the country I have run into others—Les Browne is the Flying Safety Officer at Long Beach and Red McKenely is out there also.

As for my own affairs, I have just become the proud papa of a little "gal." Her name is Linda Sue and she was born on February 28th. She just about got here on the 29th—that would be fine for a woman—a birthday every four years!

At present I am awaiting orders to go overseas, that is about it. Please change my address to the above until I let you know further. In the meantime, best regards to all my friends and let me hear from you.

Sincerely,
Lt. T. Waldo Davis

Editor's Note: Congratulations, Waldo, and all the best for the new little "Gal." Thanks very much for your grand letter—your friends at Riddle Field will appreciate all the news. Don't forget to keep in touch with us.



Letters from England

22 Knowles Avenue
Rhyl, Flint.
Great Britain
January 23, 1944

Dear Nate and Gerry:

It seems absolute ages since I last heard from you two, although copies of the *Arcadian* and *Fly Paper* continue to arrive in spasmodic batches.

You'll be interested to hear that I have had a slight change of occupation. After fifteen months as a beam instructor I am now employed once more as a common or garden flying instructor, which is quite a change after the specialized flying in which I have been indulging since the end of 1942.

I expect to have another change to announce before long as I shall be due from release to operational flying within the course of a month or so. With the alteration in my work I have also had a move of location, although I am still in the South of England and not very far from my last station.

I'm afraid I have rather sad news for you this week, as it has been announced that Flying Officer R. R. Smart, DFC, is missing from air operations.

Richard Rae Smart—Rae as we all knew him at Carlstrom—arrived at Arcadia on June 9, 1941, as a member of Class 42-A (UK), the very first class of British boys to be trained at Carlstrom, and he had the distinction of being the first of his class to solo, and, as a matter of fact, the first English boy to fly solo on the States.

In peace time Rae was a prominent Sussex farmer and earned considerable fame with the shot gun, having shot for England on more than one occasion. He was a native of Pagham, Sussex, where he was born in 1916, and his home address was Pryors Farm, Pagham, Bognor Regis. He was educated at Chichester College.

Rae was commissioned with the rank of Pilot Officer on gaining his wings at Maxwell Field, Alabama, in the first month of 1942, and later that year, after further training in England, he was promoted to Flying Officer. He was just about due for promotion to Flight Lieutenant (Captain in your Army) at the time he was posted missing.

F/O Smart brought added distinction to Class 42-A and to Carlstrom Field to-

wards the end of 1943 when the King awarded him the Distinguished Flying Cross. I know all his friends in Arcadia will join us over here in hoping that more news will be forthcoming of this very gallant officer before long.

I had an interesting meeting with a native of Florida three days ago, when it was announced that Lieutenant Colonel Woods, of the United States Army, would speak to us on "Anglo-American Relations." I was delighted to hear the genuine Florida accent and in conversation with the Colonel afterwards I was even more pleased to hear that he came from Tampa, of which city, of course, I have very pleasant memories.

That's about all my news for now, so I'll say cheerio—and don't forget to write soon.

All the very best for the *Victory Year*.

Arthur Prandle

Editor's Note: Thanks to Gerry and Nate Reece for the very timely letter from F/O Prandle, who was one of our first British Cadets at Carlstrom Field. We are deeply grieved to hear that Rae Smart is missing in action and wish to convey our sincere hope to his parents that news of him will not be long in coming.

F/O E. C. Skidmore
Officers' Mess
RAF Station, Lyneham
Chippenham, Wilts.
England

Dear Jack:

How goes it these days? Hope the old place is still thriving and growing. I was most pleased to get your letter with all its news. I'm afraid mine won't be half as interesting, because I shall be handicapped by thoughts of a blue pencil.

Queer you should mention Course 12 because I had a very good friend in that Course—Eric Kay. He's home now and completing his training to be a fighter pilot.

Quite a number of Course 6 have bitten the dust by now I'm afraid, but I reckon you know all about that. Sid Slape wrote me recently—he's just done a short tour of "ops" on heavies and is now doing an instructor's job while resting up. I also

RED CROSS WAR FUND DRIVE

Norman H. Davis, Chairman of the American Red Cross, tells us that our "Red Cross is faithfully fulfilling its obligations at home and abroad."

At home, worried American families are receiving comforting messages from enemy occupied lands through Red Cross channels. Abroad weary fighters are receiving relief from the rigors of military life in homelike Red Cross clubs.

The activities of the American Red Cross are legion, and to carry on they must have your help. Give just one day's pay—today.

saw Tumms within the past few days. He was on his way overseas where I'm hoping to go.

I've been wandering up and down the length and breadth of England with Fighter Command, but beyond that I can't say more.

Please remember me once more to my friends out there—Bob Johnson, Kenny Woodward, Messrs. Benson, Stubblefield, Robinson, Mrs. Van, Leola, the Morgans, the Humbles and just everyone.

And now I must close. Cheerio and all the best.

Yours,
Skid

Editor's Note: Jack Hopkins sent your nice newsy letter to us, Skid. Please let us hear from you soon again—we're publishing this so that all your old friends will get your message.

2 Grimshaw Road
Peterborough, England
February 12, 1944

Dear Mr. Durden:

Please convey to Mr. John Paul Riddle my thanks and appreciation for the truly magnificent presentation wrist watch which I have today received forwarded to me from the Air Ministry. It was a most agreeable surprise to find myself thus honored among the boys of Course 5.

The watch will be a continual reminder of the fine training we received at Riddle Field. A reminder of the people we met there will never be necessary. To have met them was an experience to be remembered for all time. Perhaps in better days to come we shall see some of them again.

Yours very sincerely
John H. Wyborn
F/O, R.A.F.

Editor's Note: We are happy that the watch reached you, John. James Durden wishes us to tell you that when better days do come we shall be looking forward to renewing old friendships with our boys of No. 5 BFTS.

If you would like the *Fly Paper* sent to you weekly, fill out the following and mail it to the *Fly Paper* office, Embry-Riddle School of Aviation, 3240 N. W. 27th Avenue, Miami 30, Florida.

Name _____

Address _____

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"STICK TO IT"

Published Weekly by THE EMBRY-RIDDLE CO.



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Courage

by Chaplain L. H. Shonfelt, Dorr Field

It is said facetiously that we would not need a hospital here at Dorr Field if it were not for the physical training program. Now I assure you that our time lost from PT injuries is not above normal and we should thank God sincerely that our accidents are of that minor variety.

I visited a PT casualty in the hospital this afternoon. He said, "I guess I was just too eager." Translated, that Cadet Corps parlance means that he put his whole heart into the game, that he played so hard that he forgot himself and was unmindful of fatigue or possible personal injury. I wouldn't give a dime a dozen for men who didn't play that way in a game of football, the game of flying, or the game of life.

We say that such a man has courage, a great heart. Religious faith will give a man that kind of courage for the game of life. The Bible says, "Likewise the Spirit also helpeth our infirmities." (Romans 8:26.) Who can say where man's courage gives way to God's courage within us? There is a line beyond which only God's strength can carry us, though man cannot always discern it.

When we witness the sufferings of a friend, we are prone to say, "I couldn't stand that kind of a blow"; but in His Spirit, we are able to triumph over our disappointments and sorrows when they come. Each of us has his weaknesses and fears. We can conquer every one of them with His help. The impossible can be achieved by the aid of religious faith. Beethoven, the great composer, was deaf at thirty, but heavenly melodies sang in his soul and he wrote great music, saying

Continued on Page 6

CHAPMAN CHATTER

by Cara Lee DaBoll

Elementary and Intermediate 44-J are off to a rip-roaring start with a revised system calling for a split schedule day.



"Cookie"

to keep from flying in his line of many duties.

In case you don't know this fellow with the nice smile and likeable personality, he's Tim Heflin. (And you should see the cute duplication they have at home, known as Tim, Jr., age 9 months!) Tim's the fellow who keeps the ships flying, making for a fine record in flight time for Navy Cadets as well as Private Students. He also acts

as coordinator between Navy Personnel and our Flight Operation, promoting smoothness as well as efficiency.

Have you noticed our new Flag Instructor, the dark, curly-headed, handsome one? Charles Parkes by name! He's good looking and married (ya might know), but a nice fellow to whom we extend a warm welcome.

Still "Available"

Volumes of things have happened this week. Dave Pearlman has fallen desperately in love and despondently vice versa in this period of time. He's given the ring back so kindly cancel all matrimonial plans. To any other good looking, prosperous and unattached girl though he wishes to still remain "available."

Mac "Wingtip" Campbell has more thrilling adventures than Robinson Crusoe in a five and ten cent store. This week "while in the line of duty" Mac and student Virginia Spear sighted off Boca Raton (80 degrees 5 minutes west longitude, 26 degrees 21 minutes north latitude, to be



MR. AND MRS. J. HERBERT MULLER, who were married recently, are making their home at the Macfadden-Deauville hotel. The bride is the former Nel Lennon of Miami Beach, while the lucky bridegroom is well known at Chapman Field, where he is instructing Navy Cadets. Photo by Carl Walden.

exact) one "good size healthy whale," which Mac approximated to be all of 80 feet. That's quite a bit of blubber, isn't it, Mac! And then there's Heathcliff.

We've had quite a flock of W.T.S. Pilots (termed the "Flying Tourists" by Norma Boatright) on the Field for the past few days. A sober and industrial bunch, they kept themselves pretty busy swapping N3Ns for Wacos and Tennessean ham for Chapman Field corn, if you know what I mean, and I think Harriet does.

The Pahokee Kid

Bill Golden, "The Pahokee Kid," tells me he's in the market for a redhead. Due to present war conditions, however, he will take as a substitute a brunette, blonde or tow-head. This blooming specimen of young manhood is among the few remaining eligible Flight Instructors here and this would be a wonderful opportunity for some fair maiden who has no scruples about Leap Year, or anything else.

Odds an' Ends: Bossman Sterling Camden is now en route to Washington on a business trip. He's our ambassador of good will as well as the finest businessman this side of Lake Erie.

Cupid Returns

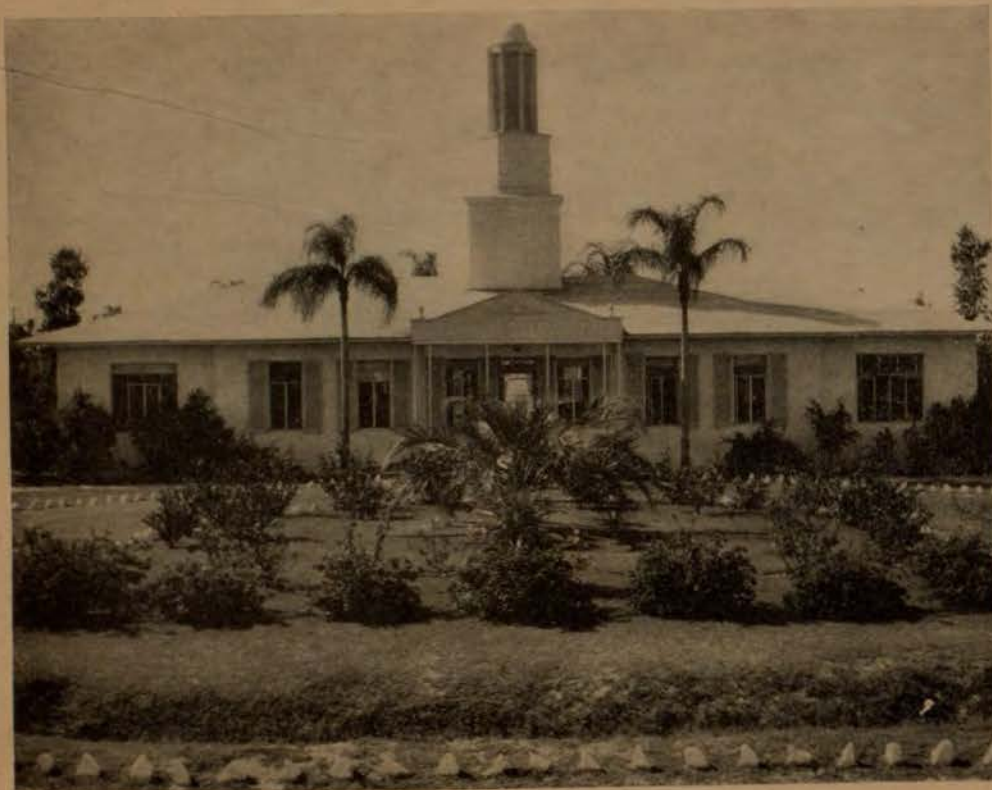
Harry Benton has returned to the fold and will be stationed at the Seaplane Base. Welcome back. A very lovely friendship has developed in the Maintenance department and has become the talk of the Field. The parties' initials are Leona Gulko and Eugene Masters, but please don't tell I told you. (An' somebody told me that Cupid had drowned in the gas pit!)

ZIP THE LIP ON
MILITARY MATTERS!



YOUNG AIR-MINDED AMERICA comes to Florida from Virginia, Louisiana and New York to learn to fly at Chapman Field. At the left is Virginia Worley of Madison Heights, Va.; next to her is New Yorker Carol Jackson, who hails from Yonkers. Betty Stevens, on the right, claims New Orleans as her first home and Miami Beach as her second.

DOINGS AT DORR FIELD



ADMINISTRATION BUILDING AT DORR

THROUGH DORR'S KEYHOLE

by A/C Earle D. Hightower

With the carcass of 44-G's graduation ceremonies finally dragged away and buried, few variations from static Cadet routine were in evidence at Dorr this week. However, the official arrival of spring brought forth several interesting phenomena including that of . . . Harold M. Jacobs, former First Sergeant, Teddy Bear and all 'round minute man of Maxwell Field's squadron F-5, attempting to flaunt a blonde blitz in the wolfish faces of his Cadet-clubbing comrades last Saturday night.

If it hadn't been for three brave and unscrupulous kibitzers, Jacob's reputation as a Lothario would have been firmly established. But in order to escape his tormentors it was necessary for Super-stooge to remove his prize from the view of the public eye to the comparative seclusion of the Union Bus Depot.

Via Ox-Cart

We noticed James A. Jones fluttering around Dorr in a dither all week and after conducting a detailed investigation we discovered why. It seems that Jones' young and extremely attractive wife is scheduled to arrive with the first spring freshets. The talented Mrs. Jones, a former ballet artist, is reported to have booked reservations on the first south-bound ox-cart.

Urged on by warming weather and the fragrance of orange blossoms, Turtle Line-

burger and Dick Hauer ventured 15 miles into the remote recesses of darkest DeSoto County, a la bicycle. Because of a flat tire the ill-fated expedition returned in the automobile of Mr. Laney, assistant commander of Squadron 6.

Squelched

The two remaining members of our "All Boy Choir," L. S. Bracken and V. D. Chatwin, are, happily enough, scheduled for different Basic schools. In a last desperate attempt to gain publicity, this dulcet duo quavered forth with a tear-rousing rendition of "We'll Never Say Goodbye" when we boarded the bus last Wednesday night. But we countered with our rather rasping version of "This Is The Beginning Of The End" and they sadly subsided.

If he had known the definition of the term "slow roll" we're quite sure Dr. Sigmund Freud would have coined a term applicable to psychopathic persons who insist on performing such maneuvers without the aid of a safety belt. According to our usually reliable Operator 13, Squadron 4-G's A/C Belcher completed this gravity-defying exhibition and managed to stay in the cock-pit. How, we don't know.

Bill Brotherton's departure from precedent aroused a feeling of resentment in the deeply channelled mind of his instructor

last week when Bill introduced a radically different time-saving maneuver known as a "climbing turn take-off."

That rather stodgy paragraph is our swan song . . . our bar-crossing . . . our Omega. From this day forward . . . or at least until the day of Victory presents itself . . . this cross-section of the Cadet psyche will be conducted by more orthodox . . . and perhaps more competent . . . columnists.

NEW CODE ROOM

by A/C R. M. Roberts

The new Code Room at Dorr will afford Army personnel the opportunity to continue their training in code and it also will aid the Flying Officer in taking the required minimum of 10 words per minute. As yet the hours of training have not been determined.

The equipment will consist of the following: two-way sending and receiving keys with earphones, automatic tape senders and blinker lights which are controlled by master keys. There are twelve keys in all; the first, fifth and ninth will be master keys. These will enable sending and receiving in groups.

Place To Relax

Games, aircraft identification, model planes and news bulletins will be of special interest. These particular activities tend to make the Code Room an attractive place to spend leisure hours.

Lt. Sam Pinion, Director of Ground Training and Training Aids, will assign a definite person to assist with instruction and maintenance of the equipment. Directions for use of the equipment will be posted in the Code Room. These directions are to be strictly adhered to in order to maintain the efficiency and proper functioning of the equipment.

The delicate equipment was installed by T. E. Easton and S. E. Fogg, civilian radio technicians of the 39th SDSS Radio Shop at Buckingham Field. The men were brought here through the efforts of Lt. Harold Greene of Dorr Field.

COURAGE

Continued from Page 4

"I shall hear in heaven." If you play the game with utter abandon and simple faith, you can win.

Some say that religion is wonderful and that Christ was the greatest man that ever lived. But they do not back Him up, they will not join a Church, they will not take upon themselves the name "Christian."

They know that there will be some responsibilities, some hardships, yes—even some sacrifices. They aren't playing the game of life. They are lying down on the job and letting their teammates carry an additional load. They are letting their team—that is, their community, nation, or civilization—go down in defeat.

This War would have been unnecessary if every man who believes in the values of religion had played the game with more eagerness and enthusiasm, without greed and selfishness, without thought of hardship or personal sacrifice.

Here is a thought of courage which I find in Romans 8:31, "If God is for us, who can be against us?"

VICTORY

by Chaplain L. H. Shonfelt
Dorr Field

I have just read the Chief of Chaplain's current circular letter. There is one paragraph which, if I were given to saying "amen," would cause me to voice a loud "amen." I want to pass it on for your consideration.

"The Christian believes in justice but he deprecates hate. He will have no part in the propaganda that Americans must learn to hate their enemies more before they can secure decisive victory. He refuses to hate the enemy soldier in uniform, the soldier's wife and the soldier's children.

"He wants to win the victory and as soon as peace is declared will carry food and clothing to aid the sufferers in the enemy countries. It is at this point that our Christian philosophy takes issue with paganism. The Christian fights because he believes in justice, not because he hates."

Hatred is a powerful force, but one which easily gets out of control and often becomes a boomerang. A victory motivated by hatred will portend a tragic future. That is the way of God, "Hatred stirreth up



A/C Tommy Barber, Dorr Field Man of the Week.

strifes . . . Better is a dinner of herbs where love is than a stalled ox and hatred therewith." (Book of Proverbs)

An army inspired by Christian love of right can win an enduring peace and lay the foundation for a new world of justice. Jesus said, "Greater love hath no man than this, that a man lay down his life for his friends." (John 15:13)

MAN OF THE WEEK

by A/C J. A. Null

Our selection this week is A/C Tommy Barber who unselfishly has devoted much of his little spare time to the Classbook and to the Embry-Riddle publication Fly Paper in which all of us have enjoyed reading his articles.

Tommy was born in Brooklyn but has made his home in Metuchen, N. J., where he lettered in football, track and basketball at M.H.S.; and while we're at it, we might mention that he has also "lettered" in winning the love and admiration of a certain young lady by the name of Edith, also of Metuchen.

A/C Barber's happiest news came when he learned that he was being sent to Newport, Ark., for Basic Training. He said that the "Wonder State" held many interests for him and the sooner he gets there the better he will like it.

So, to Tommy Barber, our "Man of the Week," we wish to express our pleasure in having known him—the very best of luck to you, Tommy; we wish you all success in attaining your goal.

"THINK BEFORE YOU TALK"

—General George C. Marshall and
Admiral Ernest J. King

EMBRY-RIDDLE SERVICE PINS

Those smart little pins and buttons you have seen adorning the collars or lapels of some of our associates are "Service Pins," which employees of Embry-Riddle are receiving as awards for continuous service of one, two, three or four years.

These golden wings, with the designated term of service engraved in the center, will be distributed throughout all divisions when complete lists have been compiled by the Personnel department.

Pins for the ladies and buttons for the gentlemen, tokens of appreciation from our employers, will be given as permanent possessions. When a new one is issued for an additional year of service, the preceding memento may be retained, but should the employee be unfortunate enough to lose his or her "wings," he will have to pay for the replacement.

Same Basis

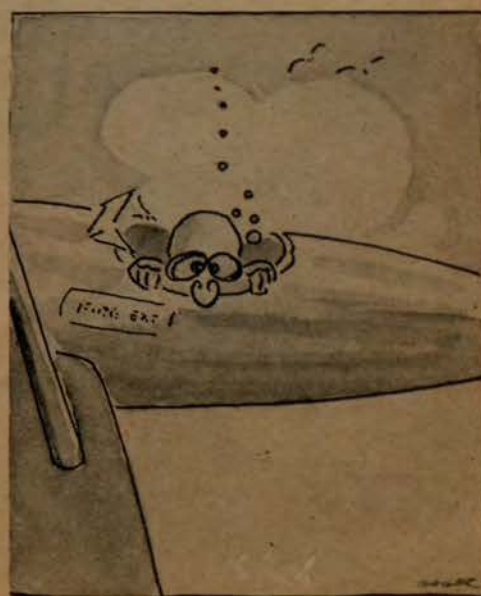
Employees on the Brazilian program in Brasil, or those still stationed here in Miami, will be considered on the same basis as all other employees. Seniority rules are not necessarily the basis for calculating the time for award of service pins; total time worked for the company is considered in the estimation.

All first year pins will be presented to the employee by the Department Head; awards for two, three and four years will be presented by the Personnel Director. When five years of service deserves recognition, the pin will be of special design; an elaborate ceremony will be arranged with a Senior Executive of the Company officiating.

The Fly Paper will publish from time to time lists of those persons to whom the golden service wings of Embry-Riddle are presented.



This is my grandmother—she enrolled yesterday.



AND NOW WE'LL TRY A SPIN!

RIDDLE ROUND-UP

NO. 5 B.F.T.S.

Matt Tierney, Editor

Associate Editors: Jeanne O'Neill, Neil Dwyer, Lois Hefflin, Jock Moyes, Ruth Blount, Walter Todd, Arthur Rushworth, Bill Hayman and Francis Sharples

COURSE 17

It was with some regret that Course 17 finished night flying about two weeks ago. Those who know will agree that whilst day-light hours have their compensations the romance of flying in the velvet-like darkness has yet to be equalled.

In some cases, the laugh is on us. You can imagine a budding pilot sitting up there in the front cockpit getting along fine with his pin-pointing and hot navigation. Then comes E.T.A., and nothing shows up; he peers down to see if he can find a small, well lit town (Hiliolo for example) which should be there but isn't.

Presently a small voice may be heard over the intercom, "I'm not quite sure, Sir, but I think—" His Instructor, smothering a grin or maybe a silent oath, turns him around and shows him the pitiful light of a single log cabin over which he passed two minutes ago.

It's only when he's talking the matter over later that he realizes he has been "had" and that when he sees a town marked on the map he never can be sure whether or not the inhabitant has decided to have an early night! We enjoy every moment of it, though, and now wistfully think of those mornings in bed and the free 25 cents worth in the Canteen.

So far, we haven't got very far with the long cross-country, officially of course—however, we hear reports that the lucky



HUGH MARSHALL, "RICKIE" RICHARDS,
JOHNNY JOHNSON, Course 18.

ones who have spent odd nights in towns en route have thrown themselves into the social life but heartily. Perhaps if "Brother Depression" will take a holiday, the rest of us will have a chance.

The next item in our programme is "Wings Exams" which have sneaked up on us rather quickly. For the next two weeks you'll probably see a few extra marks in the "Gen" room book or a couple of the keener types packing a 20-minute cannon in the hip pocket for constant reference.

Here is this week's best line. "Red" Trevan says: "I can't read Air Publications until I've punctuated them!"

COURSE 19

The St. Patrick's dance held at the Sugarland Auditorium last Friday evening proved to be a great success; we are sorry that all Course 19 could not be there to take part in the entertainment. Although unacquainted with the American style of dancing, we all managed to hold our own.

C-D Flights commence their night flying during the next few days, and A-B, although a short time behind, will catch up if not overtake in the forthcoming week.

During this week we start "Preliminary Wings" exams. This is the prelude to a rather hectic two weeks.

On the athletic side we managed to sustain a victory over the Senior Course at soccer but had to be satisfied with a

hard drawn game with the intermediate course.

The majority once more set course for Palm Beach at the week end and finally congregated at Mrs. NeSmith's where they were delightfully entertained by a vocalist and accompanist. Once again, many thanks to Mrs. NeSmith and her circle of charming friends.

'ROUND RIDDLE

Mr. and Mrs. Carl Ziler entertained members of the Link department last Sunday afternoon. Guests included Mr. and Mrs. N. J. Dwyer, Mr. and Mrs. Matt Tierney, Mr. and Mrs. Lynwood D. Blount, Mr. and Mrs. Ollie Lynch and Mr. and Mrs. John Crow.

Lt. Col. Givin, Major Reynolds, Major Knapp and Sgt. Harrison from Maxwell Field were visitors at Riddle Field for a few days last week.

The engagement of Jeannie O'Neill and Cadet Brad Thomas of Course 18 has been announced. Good luck, Jeannie and Brad. May you both be as happy through the future years as you are at this moment.

We take this opportunity to wish good luck to A. B. Guthrie and Harry Langhorne, A.T. Instructors who leave shortly for the Air Transport Command; also to Marvin Altman who left for the Ferry Command in Memphis, Tenn., and to Louise Roth of Personnel and Wilbur Lawson of Accounting, who left us last week.

First Officer Jake Van Petten and Second Officer Jack O'Neill spent the week end visiting friends at Boca Grande, Fla.

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DO YOU RECOGNIZE HIM? Believe it or not, it's Jim Cypher of Course 17.



CADET MARTIN W. HOWARD of Course 18 makes Palm Beach his goal on every open post.

CARLSTROM FIELD CELEBRATES 3rd ANNIVERSARY



THE MEN WHO MAKE THE PROPELLERS GO 'ROUND AT CARLSTROM FIELD are, left to right: Angelo Minichiello, Director of Flying; Nate Reece, Jr., Administrative Assistant to Capt. Leonard J. Povey; H. Roscoe Brinton, General Manager of the Carlstrom Field; Capt. Povey, Vice-President of Embry-Riddle in Charge of Flying Operations; and Robert Davis, Technical Assistant to Capt. Povey.

IN December of 1940 Camp Carlstrom, near Arcadia, Fla., was tractless pasture land with few traces of the activity it saw during World War I. But there was a man who had not forgotten Big Prairie, a man who had, stamped on his memory, a picture of gleaming hangars against a tropical sun, of boys in flying togs rushing toward the flight line—perhaps a picture of himself as a youth, just after World War I when, at the Field he was to resurrect 20 years later, he started on the road to winning his own coveted wings.

John Paul Riddle's dream of rebuilding Carlstrom Field began to materialize one summer evening in 1940 when he and John G. McKay discussed construction and design of a modern, unique, primary flight training school. At that time Mr. Riddle did not have a contract with the government, nor had he completed financial arrangements for the project. But he plunged ahead with the determination of a man possessed, and soon his plans had the approval of the Army and the necessary backing.

Then John Paul Riddle began to search for a man who was familiar with every phase of flying, who was a good organizer, who could inspire confidence and who had the dynamic personality which means action. Mr. Riddle found that man in Leonard J. Povey, whom he made Director of Flying of Carlstrom and who is now Vice-President of the Embry-Riddle Company in charge of all Flying Operations.

At 14 Len ran away from his home in Keen, N. H., to enlist in the R.C.A.F. He was accepted and was sent to Camp Borden for training, but in short order the Commanding Officer, learning Povey's age, told him to get out and stay out.

In 1922 he enlisted in the Army Air Force. Already a good mechanic, he was valuable on the ground and his desire to fly was ignored until the intercession of General "Billy" Mitchell resulted in his winning his wings at Mitchell Field, Long Island.

When aviation was at ebb-tide during the pre-Lindberg era, Povey did everything from hauling passengers in a seaplane on Lake Saratoga to working as a road tester for the Rolls-Royce Company. In 1927 he organized the Massachusetts Airways and later joined the Brinton-Bayles Flying Circus.

During the peacetime era of aviation meets, Len was continuously on the wing. He participated in all aviation meets, including those at Miami in the winter and those at Cleveland in the summer. At the Miami races in 1936 and again in 1937 he was awarded the aerobatic trophy for the most outstanding performance. In one of these races he introduced the Cuban Figure Eight which the Army now calls the Horizontal Figure Eight and which has proved to be an excellent training maneuver.

In 1933, when revolution had flared over Cuba leaving Laredo Bru President and Col. Fulgencio Batista in control of the army, Cuba had 22 planes and no pilots. An intrepid aviator was needed to build an air force. Col. Batista offered this task to Len Povey. Povey accepted and as honorary Captain of the Cuban Air Force built it from a skeleton to a full-blooded force of 40 well-trained pilots.

After Len returned to the United States in 1938 he entered the Flight Test section of the C.A.A. as inspector and flight test engineer. When the Civilian Pilot Training Program was organized, he was given the responsibility of standardizing student courses and the qualifications for flight instructors.

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RIDDLE AERONAUTICAL INSTITUTE



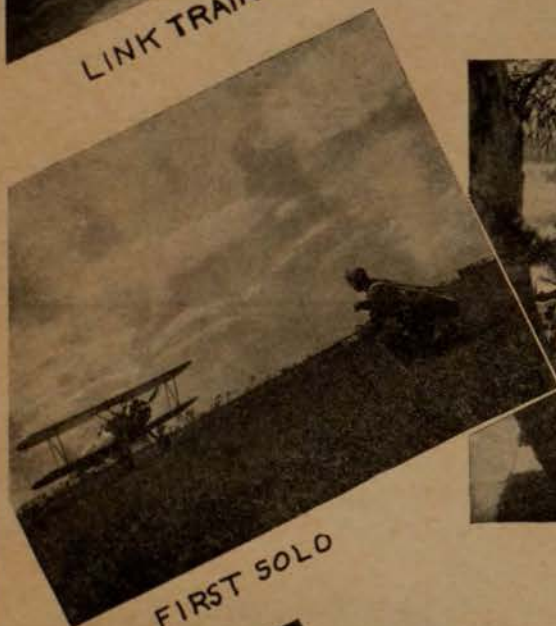
LINK TRAINING



KEEP'EM FLYING



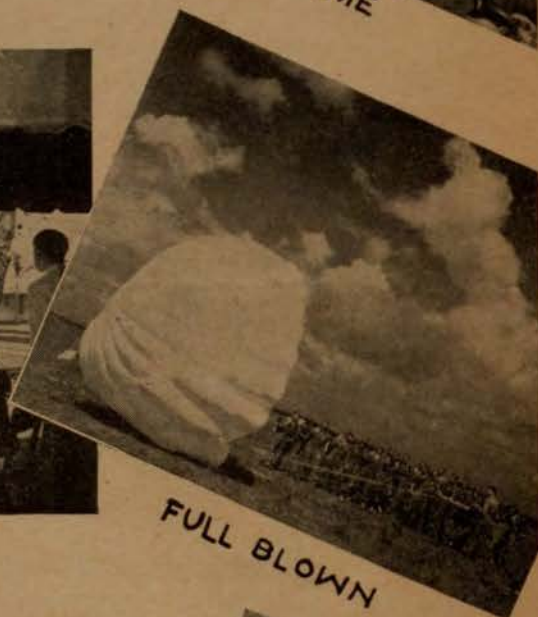
CHOW TIME



FIRST SOLO



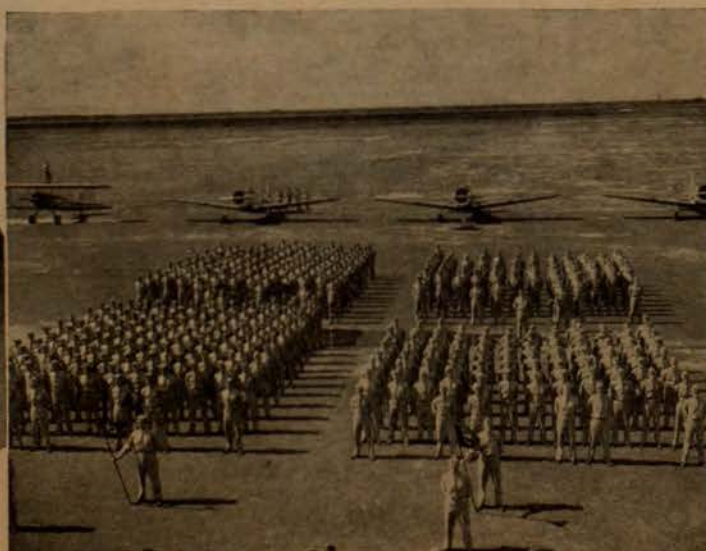
RECREATION



FULL BLOWN



UNDER THE PALMS



GRADUATION DAY AT CARLSTROM



PHYSICAL TRAINING

CARLSTROM FIELD, ARCADIA, FLORIDA



ON THE FLIGHT LINE



HITTING THE SILK



WAITING FOR A SHIP



OPEN POST



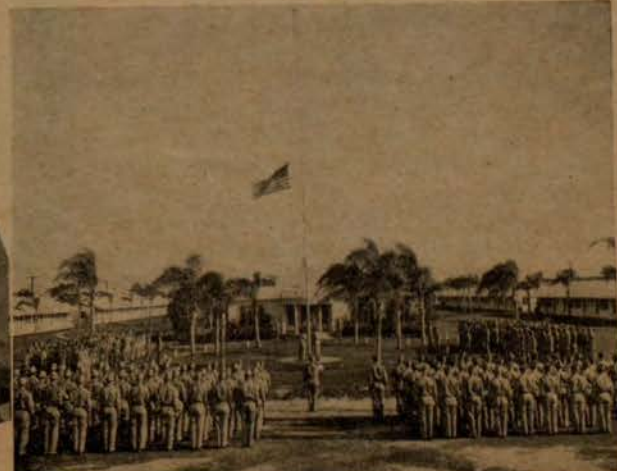
FRANK BEESON, FIRST CARLSTROM CADET AND CAPT. L.J. POVEY VICE PRESIDENT OF EMBRY-RIDDLE IN CHARGE OF FLYING OPERATIONS



GROUND SCHOOL



HEALTH BUILDING



RETREAT



NIGHT FLYING



MAJOR JOHN E. CLONTS,
Commanding Officer of Carlstrom.

CARLSTROM FIELD

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With a knowledge of aviation such as few men possess, Len Povey joined hands with John Paul Riddle to organize what was to become the most outstanding primary flight training school in the country. Even before he arrived in Miami, Povey began picking key men.

THE GATHERING OF THE CLAN

H. Roscoe Brinton, who was at that time instructing for Embry-Riddle at Municipal Airport, Miami, and now is General Manager of Carlstrom Field, was one of the first aviators Povey contacted. Back in the 1920s the name Brinton was as familiar to flying sportsmen as the name Stutz was to motor racing devotees, for the Brinton-Bayles Flying Circus barnstormed all over the United States.

Brinton established the Copeland-Brinton Air Service in Hartford, Conn., and started the Eastern States Aircraft Corporation in Springfield, Mass. Later he formed the Brinton-Bayles Flying Service, the Berkshire Flying Service and his famous Flying Circus. Though he has logged over 5,000 hours, Brinton has never cracked up a plane and has never been injured.

Some of his right hand men Povey chose from among C.A.A. associates—Jack S. Hunt, the late G. Willis Tyson, Jr., Thomas L. Gates, Wyman Ellis, Jr., and Joseph R. Horton, all of whom had won recognition in the world of aviation.

Skilled, hand-picked pilots were pulled into the R.A.I. fold from every corner of the country. The first twelve instructors who arrived by March 15, 1941, were Sterling Camden, Dick Greene, Clete Huff, Bill Duff, Earl Martin, William McCurdy, Harry "Slow Roll" Lehman, John Cockrill, T. E. "Boots" Frantz, Lloyd Lampman, Dale Delanty and Gordon Mougey.

Meanwhile members of the military personnel had reported at the Field. Captain

"Moose" Donovan arrived February 5th to assume command of the Post, and close on his heels came First Lt. Sidney J. Nethery, Flight Surgeon, First Lt. William Hart, Commandant of Cadets, and Second Lt. George Ola, Assistant Air Corps Supervisor.

CADET FRANK BEESON

One day in March while Nate Reece, Jr., now Assistant to Len Povey, was riding around the unfinished circular road which enclosed the buildings of Carlstrom Field, he saw a boy standing alone in front of the Administration Building.

"He was carrying a little satchel and he looked like a kid waiting for someone or looking for a job," Nate said in describing the occasion. When Nate asked him if he were waiting for someone, the boy snapped to attention in a very military manner and replied, "I am Cadet Beeson, Frank H., from Tuscaloosa, Ala. I was ordered to report here at 4:45. It is now 4:50."

At that moment Cadet Beeson did not know that he was the first Cadet to report to Carlstrom Field since 1922, the final days of old Camp Carlstrom.

The red-headed, freckle-faced, blue-eyed Cadet Beeson, who became the first Carlstrom Cadet Captain, typified the All-American Aviation Cadet. He was strong of body and mind, inherently kind and democratic in his social activities, fearless in the performance of his duty.

These traits of character, coupled with a keen sense of humor and a happy, wholesome state of mind, won Frank the respect of his associates throughout training and gave him the indomitable force that carried him through the gruelling hardships of war in the Southwest Pacific to the accomplishment of heroic deeds.

Lt. Beeson gave his life on July 25, 1942, for the cause in which he believed with all his heart. For his gallantry in action he was awarded the Distinguished Flying Cross and the Purple Heart. His name has been recorded reverently among the greats in Carlstrom history.

CARLSTROM DEDICATION CEREMONIES

By the end of March the first class of Cadets was on the Field, fifty of them in actual training. Representing the best in American youth, they were housed in the six one-story barracks, which had been designed and built with an eye to comfort and beauty.

On Saturday, April 5, 1941, a warm Florida sun radiated over the metal tops and sides of two giant hangars on Big Prairie, east of Peace River and nine miles east of Arcadia.

On the south side of the wide cement ramp running in front of the hangars a line of airplanes was drawn up in military precision as if awaiting inspection by the twenty large bombers parked nearby. All but the sun and the prairie were new—the glistening hangars, the unblemished airplanes, the row of freshly painted white barracks near the hangars, and newest of

all was the speaker's platform which had been erected inside one of the hangars.

Major General Walter R. Weaver, Commanding General of the Southeastern Air Corps Training Center, stood on the platform and looked over the great crowd in front of him—cadets in flight suits, officers in the uniform of the Army Air Corps, businessmen from Arcadia and from all over Florida, cowboys and cowgirls in festive regalia, women visitors in bright-hued dresses, Boy Scouts serious in the performance of their duty.

Major General Weaver looked past the crowd, over the tops of the airplanes and bombers and down the long stretch of prairie to the rim of the sky; then he looked back at the cadets who were standing in a line around the hangar, and he said, "You are fortunate in having the privilege of training on this terrain."

THE MOST POPULAR MAN

After the dedication ceremonies the Field went back to the routine of Ground School and Flight Line. And then May brought a change in military personnel. Captain Donovan received orders to report to Washington. The Fly Paper expressed the general opinion of Carlstrom's loss: "It is impossible to conceive of finding anyone who could replace Captain Donovan. 'Moose' was undoubtedly the most popular man on the post." Second Lt. George Ola became temporary Commanding Officer.

On Saturday, May 31, Class 42-H received their diplomas and their orders to report to Macon, Ga., for basic training.



COL. STANLEY J. DONOVAN,
First Commanding Officer of Carlstrom.

The following week R.A.I. officials made the announcement that American Army Air Corps Cadets would no longer be trained at Carlstrom Field. Under the provisions of the Lend-Lease Bill, the United States was preparing to train British students at aviation bases under contract to civilian companies.

BRITISH FLEDGLINGS WELCOMED

On June 9, 1941, ninety-nine Britishers arrived in Arcadia, elated that at last that glorious day had arrived when they would sit in the cockpit of a plane with their hands on the controls.

The people of Arcadia offered those travel-weary and in many cases homesick boys an unrationed welcome. All the town turned out to greet them. They were officially welcomed by Mr. Riddle, Group Captain D. V. Carnegie, who was Assistant Air Attache at the British Embassy, Captain Povey, former Mayor George Stonebraker, Nate Reece, Jr., other representatives of Embry-Riddle and officials of the town and county. A bevy of cowgirls in rodeo regalia brought greetings from the cow country.

The British cadets saluted a group of new military personnel. First Lt. Moultrie P. Freeman replaced Captain Donovan. Second Lts. James L. Curnutt, now Commanding Officer of Dorr Field, Charles N. Breeding and Lester E. Richardson reported as Flying Officers.

The flight schedule started on the 12th of June when Jack Stonier, the first British student to take to the air, did so under the skillful guidance of Jack S. Hunt.

By the end of June Carlstrom Field had become a bilingual community where *petrol*, *airscrew* and *right turn* were heard as frequently as *gasoline*, *propeller* and *right face*. And everyone knew that "topey" was the new sun helmet issued to the British cadets who were unaccustomed to tropical sunshine.

In July came the farewell ceremonies for the second class of American cadets, Class 41-I, many of whose names are now posted with pride on the Honor Roll of Carlstrom Field.

ALL BRITISH

After the departure of 41-I, Carlstrom Field became all British, and by the last of July the empty quarters were filled with a new group of British cadets who went into training immediately as Class 42-B.

The first class of British cadets received their diplomas the second week in August. The beautiful dance patio and the addition to the Mess Hall were rushed to completion for the graduation dance. There under the romantic influence of colored light, waving palms and soft music the British cadets said farewell to their many friends.

British Class 42-B, which was graduated September 29, left behind not only many friends but D and E Flights left a record of 3,000 hours of flying with negligible damage to equipment.

United Kingdom classes increased in size and followed through the alphabet into the spring of 1942 when the last British class was graduated on April 29.

Carlstrom again became all American. British students were to be trained at the newly activated No. 5 British Flying Training School, Clewiston, Fla., under the General Managership of G. Willis Tyson, Jr.



VICTOR C. CARLSTROM, for whom Carlstrom Field was named, is shown at the left chatting with Glenn H. Curtiss. In the early days of aviation Carlstrom was one of the first instructors to be commissioned in the Air Corps. He set several altitude records and was one of the best known test pilots of World War I. The above picture was taken at Newport News, Va., just a few months before he was killed on a routine training flight. (Courtesy of George Arnold, former Engineer for Curtiss Airplane & Motor Corp.)

Training at Carlstrom had taken on a new meaning since December 7, 1941, when Japan attacked Malaya, Hong Kong, Guam, the Philippines, Wake Island and Hawaii, occupied the International Settlement at Shanghai and declared war against the United States and Great Britain.

Officers, instructors and students at Carlstrom were "booted and spurred to ride" when Major General Weaver ordered a seven-day week. This new schedule meant sacrifice, but everyone from the Commanding Officer to the Flight Line Boys complied spontaneously.

Mr. Riddle's request, published in the Fly Paper shortly after his return from an official visit to England, stirred all the employees of the Embry-Riddle Company to even greater effort.

"Any war is serious," he said, "but this War is particularly serious because it is an all-out, total war . . . We are in a more serious situation than most American people seem to realize. And the sooner every man and woman gears himself or herself to do something for his country, the better off we will be. When I say something, I mean anything that will help to win the War . . ."

The new year of 1942 came in on a serious note. Aerial navigation, meteorology and theory of flight took on deeper meaning for the Cadets. They marched to the Flight Line with greater precision and

determination. They practiced snap rolls and spins with deadly seriousness for they knew that in the near future they might need those very maneuvers to outfight Jap Zeros.

JACK HUNT

The Flight Line at Carlstrom began taking orders from a new General Manager, Jack Hunt. Roscoe Brinton became Assistant Director of Flying. A succession of military promotions and transfers carried winter into spring and advanced Lt. Ola to the rank of Captain and to the position of Commanding Officer.

The summer of 1942 ripened into fall and fall turned into winter with barely a change in sun, cloud and wind. But Instructors at Carlstrom were keenly aware of the passing months, for Classes 42-K, 43-A, 43-B, 43-C and 43-D reached swiftly for their diplomas.

December, 1942, brought both loss and gain to Carlstrom Field. The Commanding Officer, now Major Ola, who staked out his claim at Carlstrom when the Field first opened, received orders to report to another post. Capt. John E. Clonts, present Commanding Officer and now a Major, replaced Major Ola.

On the battle front, when 1943 began, Russia's vast offensive was driving back the German lines. In Tunisia the Allied armies were moving swiftly into position for a sweep to the shores of the Mediterranean. In New Guinea the United States and Australian forces were annihilating the maniacal fighting Japanese in the Buna Mission area.

In Miami, John Paul Riddle, taking stock of the past year and planning for the new, was quoted in the Fly Paper. "The advent of the New Year affords me the opportunity to express my gratitude to each of you for the fine spirit of cooperation that has made it possible for us to fulfill our obligations to these United States during the past year."

RECORD

At Carlstrom Field, H. Roscoe Brinton proudly extended New Year's greetings to each and every one of his associates. Carlstrom Field had completed nearly two years of operation without a fatality.

Class 44-F at Carlstrom was graduated in February and left for basic training with the parting reminder that "F meant focus" and that the focus points would be Berlin and Tokyo.

The two most outstanding events at Carlstrom during the summer and fall of 1943 were the two Air Shows staged by Cadets and Personnel. So successful and popular was the first that it was decided to hold an air show during the training period of every other class, thus giving each class the opportunity to be present or to participate in a show.

Designed to demonstrate the teaching methods and skill behind the all-time safety record of Carlstrom, the shows attracted

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UNION CITY NEWS LETTER

T. C. Cottrell, Editor

— Associates —
Ernestine Mathis, Buildings and Grounds Margaret Burcham, Administration Joe Harpole, Parachutes
Marie Burcham, Martha N. Houston, Flight Line Rudolph Neely, Canteen

Guess we'll have to take back what we said about Bill Leversedge last week. He must be slipping. The weather tried to cut



"T. C."

up but he seems to have lost his power—the sun just keeps on beaming.

Ho! Hum! I sure have got the spring fever today. Well, maybe not just today, but I got it anyway. Got out the old fishin' pole the other night and started dreaming about all those Florida fish. By the way, is it against the law down there to shoot mosquitoes with a 22 rifle, if you can get the shells?

Good Luck

Bob Phillips, R. M. Horn and J. A. Stegall left for Clewiston, Fla., Saturday, and L. H. Burkett and V. A. Sorbello have been sworn as Aviation Cadets. Luck to all of you on your new assignments.

Wilmer Cruce is now employed by the Tennessee Eastman Company at Oak Ridge, Tenn. James H. Phillips is taking his vacation.

Clara Dowdy said goodbye to Embry-Riddle Field last week. After receiving a wire from her fiancé, Lt. Fay Lippard, telling her to come on out to Sacramento, Calif., our little Clara started making plans to that effect. Here's wishing them "odds" of happiness.

Hot Shot

Lt. Joe Cannon, who recently graduated from Advanced Training School at Marianna, Fla., is visiting her brother, Sgt. Cannon, one of our ping pong hot shots.

Capt. Bourkard has been transferred to Randolph Field, Texas, and everyone will miss that jovial smile. Luck to you, "Doc."

The Defense Plant Corporation was well represented here this week by John Giles of Washington, Rufus Holladay and W. A. McMenaway of Nashville, and J. S. Johnson.

Wonder why Sgt. "Boxer" Bodee is being called "Porchy" these days? A. E. Boatwright and Bill Colbert of Maintenance have been transferred to Clewiston.

We extend our sincere sympathy to Hilda Dow of Army Supply whose husband is missing in action.

We are glad to have our PBX Operator, Margie Young, back with us after a few days' illness. Margaret Clayton, Annie Lou Caldwell and Margaret Burcham spent last week end in Nashville, Tenn.

C. W. O. Dickinson has just returned

from a six-day leave. He went to Atlanta, Ga., to see his brother, S/Sgt. Glynn Dickinson, who has been in Newfoundland for the past two years.

Lt. Robert J. Goding is leaving the latter part of the week to spend his leave with his relatives in Minnesota.

Elmer Roy North, Jr., upon being asked by his future mother-in-law if he would have some more of her delicious spaghetti, which was already hanging out of his ears, in order to impress her said, "Of course, Mother, if you'll just twist my arm." Well, the outcome is, folks, Elmer went down fighting with spaghetti.

Well, do tell! It's happened with a bang again. I suppose by the time everyone reads this, he will have seen the sparkling new diamond Murray "T" McConnell gave to Elizabeth "Bird" Payne. Congratulations, "Bird" and Mac.

Flight Line Flashes

Gordon M. McCann, Assistant Squadron Commander of Squadron 6, has been transferred to No. 5 British Flying Training School at Clewiston, Fla. Sorry to lose you, Mr. McCann!

The wedding of Louise Cashon and John H. Shamp was beautifully solemnized in the Methodist Church at Hornbeak, Tenn., on Friday, March 3rd. Allyce Darnell was maid of honor and James H. Crawford of Squadron 4 acted as best man. Louise, the next time you get married, please don't rush away so quickly. We didn't even get to congratulate you or kiss the groom. The best of luck and happiness, Louise and John!

Major Parsons

We certainly were overjoyed when our ex-Commanding Officer, Major Charles Parsons, visited the Field the other day. He was looking great and it was a thrill to have him back with us again, even though it was for just a little while.

We regret to lose Lt. Saul Sheriff, Statistical Officer. After spending a ten-day leave at his home, he plans on going "over." We'll miss him greatly, not only because he was a nice fellow and a good officer, but for his constant fussing about the way we Southerners talk. We couldn't understand his Yankee accent either, so it was all in fun. Best of luck to you always, Lt. Sheriff.

Annette Logan, secretary to Mr. Cottrell, Myra Taylor of Timekeeping and Maureen Smith of the Parachute department will leave us next month for Oakridge, Tenn.

Things have picked up again now that Capt. Cromwell has returned after a ten-

day leave. He visited his daughter in Baltimore, Md. On his way back he stopped in Washington to see some of his old friends in the War Department.

Lt. Don Schumacher's wife has returned to her home in Mt. Sterling, Ky.

Six of our top mechanics have been transferred to Carlstrom Field. They are as follows: Joseph Howard, Burl Jones, Leonard Merritt, Russell Riddick, Fred Terry and Thompson Wilson. We wish them good luck.

Here I Come

George Lobdell, our Field Accountant, has joined the Armed Forces. He left here to join his wife at Peterborough, N. H., for about one week's visit before being inducted into service. Best of luck to you, George!

In asking W. B. O'Neil if he knew any news for the Fly Paper, his only reply was and we quote, "Look out Florida, here I come." I can't imagine why he is so anxious to get back. Wonder what Florida has that Tennessee doesn't have.

Wes Raymond of Raymond-Richardson Aviation Company, Douglas, Ga., was a recent visitor at the Field.

We deeply regret hearing of the deaths of Flight Instructor Bradnor Cecil Mott and Mrs. Fite, wife of Victor L. Fite, Flight Instructor. Mr. Mott, accompanied by Mrs. Fite, was flying to their hometown when he flew into a snow storm. The ship, for some unknown reason, shed a wing and crashed about 75 miles from their destination.

Don't waste wastepaper—Save it!



Let's get the heck out of here, Mabel, here comes one of those eight-hour guys!

JOIN THE RED CROSS

WHITECAPS

by Cay Sillocks

This needs must be short and, we hope, sweet. Do I hear sighs of relief, dear readers? Do you remember a short while



Cay

we are quite proud of her.

Gardner Royce and Poli Sheehan have been acting like a couple of kids. Such fun as their cross-country jaunts have provided! They start these treks with box lunches, thermos bottles and all the paraphernalia. Poli is going commercial.

Controversial Question

Speaking of cross-country—Mary Jessup went again. We've been trying to find out where she *really* went.

Two of the gang are really puffed up—yep, first solos Grumman's representative Delmas O'Neal and Louise Marsh.

Seaplane Pilot Webster . . . and oh, yes, "extraordinaire" is usually tacked onto that title . . . unfortunately sprained an ankle and has been limping about for several days. It isn't much fun and must be quite painful.

Gardenias To Us

We girls were all set up yesterday with the lovely gardenias that Al Sutter brought us. They made us feel quite festive.

Sunday the iceman forgot us, so there was nothing left to do but call out the reserves, the reserves being none other than

Gardner Royce. He even cut short his morning walk with the young lady of his dreams—Chris. The above mentioned charmer must be all of one year old.

Harry Benton is our new guard over here. What is the secret of that happy disposition, Harry? I don't believe you're ever without that smile.

Here comes Andy—goodbye now!

Youth and Aviation

by John E. Vodicka

A definition of two terms, youth and aviation, shows unmistakably their affinity. Youth is adventuresome, romantic, daring; craves speed, travel and excitement. Aviation furnishes the means of satisfying these desires.

Today, in the playrooms of American children, the airplane has assumed number one position as the toy most stimulating to the imagination.

Many, many years ago it was the horse. And every American boy when he played soldier wanted to be a cavalry officer. Next came the machine, the locomotive, the train, the automobile. And these generated a longing to become an engineer or an auto race driver. But today it is the airplane.

Born In An Airplane

Thousands, yes, hundreds of thousands of boys still in grade school know, from their construction of model planes, the intricacies of airplane construction better than they know their history lessons. Flying to these boys will come as natural and easy as riding a horse came to the frontier boy of fifty years ago.

It was often said of Western boys that they were born in the saddle; likewise, it will be said of the present generation of grade school boys that they were born in an airplane.

This, of course, is a very healthy condition looking at it from the viewpoint of our national welfare. For tomorrow the airplane will be one of the chief pillars of strength to sustain America in the role she must play as a major world power commercially and politically.

The Star of Aviation

These youngsters who today may be students at Embry-Riddle, these youngsters, we repeat, will be the backbone of America's industrial and military system. Yes, youth and aviation, by the very nature of things are closely allied, complement each other, and together they are a bright star on the horizon of tomorrow's America.

Freedom of speech does not mean
CARELESS TALK!



The Technical School in São Paulo Welcomes Joe Keenan to the Instructor Fold.

DORM LIFE

by Roy Avchen

Life in the Dormitory today is a far cry from what it was when I first came here. The students were then living at the Antilla Hotel, but in spite of all modern conveniences it was too quiet. Then came the day when we moved to the Tech building. I was told that soldiers previously had been stationed at Tech and only recently had they left upon completion of the Army program.

Now the bunks are occupied by civilian students and civilian instructors. The latter are preparing themselves for the Brazilian program and are tops. It's a great experience for a boy of my age to be associated with men of such caliber.

Athletics are an important mode of relaxation enjoyed by us, and the tennis courts and bowling alleys somehow always find their way into the daily conversation.

Sometimes I Wonder

Our Instructors are really making use of the Portuguese they are studying. They walk it, talk it and sleep it . . . sometimes I wonder if the names they call me are honorable or otherwise. Most amusing of all are their regular Saturday night reviews which, I am told, are very entertaining to anyone within hearing distance. Their favorite expression on these "blow-outs" is *cu Desejo porter ja* . . . which means "I wish to leave now" . . . Thanks to Senhor Young.

Shower Room Athletics

There is never a dull moment here at Tech . . . what with the shower room, athletics, the noisy return of the *lobos* (wolves to you) and the noise of Mr. Luedacke's typewriter at 6 a.m. on Sunday mornings. And it should be said that at no time has a group of fellows been more united in doing a job than those assembled here.

We of the Dorm, and I feel that I voice the sentiments of all the students and instructors, wish to express our gratitude to Bill, our porter, who has taken such good care of us and has helped to make our stay here one of our pleasantest memories.

ASSISTANT DIRECTOR

J. A. Reece has been appointed Assistant Director of the Technical Division. His duties are as follows:

1. He will be responsible to and assist the Director in the supervision of the Technical Division, acting for the Director in his absence.

2. He will work with the Department Heads regarding any and all problems which they may have concerning the civilian school.

3. He will be available for consultation with any employee of the Technical Division regarding personal or group problems as related to pay, promotion, treatment, personal relations with his fellow employees, *et cetera*.

TECH TALK

by Emily Condon of Purchasing

William Rickard of the Brazilian Division went deep-sea fishing last Sunday with some of the instructors and, of all things,



Emily

caught a pelican—twice. Same pelican, too. It is positively astounding what some people will do to create a background for that "tall tale." (I keep wondering—what was a pelican doing way out there.

Rumor Number 692 $\frac{3}{4}$ has it that Jessica Cyzyski, of Arthur Carpenter's office, is going home to Daytona Beach come this week end.

Spectacular Spill

Bobbie "Manhattan" Brawner caused quite a commotion along the main drag this afternoon by demurely sprawling on the floor of our office. She was walking along minding her own business as per usual when she encountered a rawther slippery stretch of cement and—she was off! No. 1 Post Position. Track: Slippery. Competition: Way behind. Cleared the turn in fine style and finished first.

Comings and Goings

Eileen Judge, Mr. Munie's able secretary, is now right across the hall from us and sprints across to talk with our merry faces ever so often. Betty Hirsch also has the opportunity to chat with we'uns because she is now located at the far end of this

floor. Delightful Lil Clayton drags herself away from Ben Turner's office once in a while to grope her way down those dark and gloomy stairs to let us see her.

At this point I wish to publicly thank our colored maid, Margaret, for the really wonderful way in which she has taken care of her "Miss's." She is always so obliging and sweet to us.

Sky Blue Pink

H. T. Carpenter just strolled through to see his son. His son was the prettiest color of red the week his baby picture came out in the Fly Paper. Helen Burkart and Fredda Pointevint from the seventh floor walked by his window whistling "You Must Have Been a Beautiful Baby" and the expression on his face was indescribable.

Last Saturday Bobbie and I had dinner with "Skinny" Gile and Lieutenant Kenyon of the Royal Air Force at Riddle Field and to find a Britisher with such a sense of humor absolutely floored me. If you saw us, just pardon my dazed expression!

Occupational Suntan

Our new chauffeurette just rushed by—new to Transportation but not to Embry-Riddle. Eloise Petrie has been transferred from Personnel and if station wagon driving results in such a gorgeous suntan there will be many requests for employment in Web Webster's department.

Absent Mistreatment

*I cross all crossings carefully,
I stop and look and listen;
I drive with caution, prayerfully,
When rainy highways glisten.
I've never scraped a car, nor draped
My own about a fence,
And yet my bus gets wuss and wuss
With scratches, bumps and dents.*

*They get me when I park.
The place doesn't matter.
Dumb drivers choose my car to bruise
And bang and slam and batter.
When I'm afar they ram my car.
They knock my lamps askew,
Until my 1940 looks
Like 1922.
Perhaps it's done in good clean fun.
Okay! I'll join their lark,
And with a truck I'll run amuck
And get them when they park!*

JOIN THE RED CROSS
GIVE FREELY



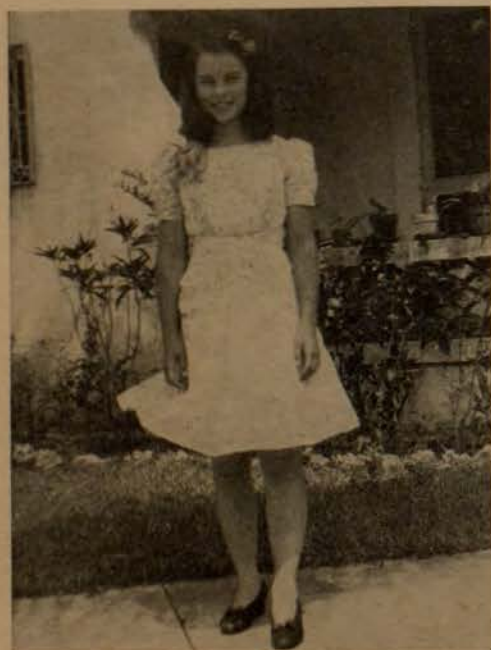
NOW A CO-PILOT ON A LIBERATOR, Lt. William Griffin dropped in last week to see his old friend George Ireland at the Tech School. Bill was a student in engines at Tech in Class 2-42-A and was graduated with second highest honors last June.

The Red Cross ... Always at Their Side

The activities of the American Red Cross girdle the globe, providing club facilities and comforts to the able-bodied and cheering services to the wounded.

The Red Cross helps in the solution of personal and home problems of servicemen and their families. It carries food and other necessities to prisoners of war. It stands ready to meet any emergency.

Won't you give?



SOCIETY NOTE: MISS ANN STAHL, charming sub-deb daughter of Mr. and Mrs. Edwin P. Stahl of Coral Gables, was photographed after being entertained at a luncheon given in her honor at the Tech School last Saturday afternoon. (Pipe the orchids!)



RECENT VISITORS AT THE TECH SCHOOL were Congressman Jennings Randolph, second from left, who is flanked by Carl R. Anderson, Assistant Vice-President of Embry-Riddle, and Edwin P. Stahl, Director of the Tech School. On Mr. Stahl's right is J. P. Beacom of Simmonds Aerocessories.



AIRCRAFT AND ENGINE DIVISION



ENGINE NOISES

by Dick Hourihan

Meet Julius "Georgia Boy" Bayard and William "Bill" Twitchell of the Disassembly department of Engine Overhaul.

Strange as it may seem "Georgia Boy" was born in Alabama, Phoenix City to be exact. But he didn't stay there long enough to acquire an accent because he moved to Georgia at the tender age of three. Of course he brought his family with him. His father was overseer on several large plantations and later became logging boss for lumber mills spread throughout the state. Most of his activities centered around Cofington, so we will call that his home.

Unfortunately, in his youth Julius was stricken with infantile paralysis and spent years struggling to overcome it. As soon as he was able to work he got a job as log checker at the Mills where he worked until his family moved to Miami.

Liked Engines

"Georgia Boy" had always been interested in engines but never had the opportunity to work on them. When the War started he decided to enroll in an engine course at Embry-Riddle. Six days after the completion of his course, Engine Overhaul was born and Julius applied for a job. He was accepted and placed in odd jobs until the shop was completed and then Mr. Grafflin, recognizing his ability, placed him in the Disassembly department. Before long, because of the amazing knowledge he had acquired in such a short time and realizing the worth of a man of this type, Superintendent Bill Ehne made Julius the foreman of the department. Bill says he has never regretted the move and wishes he had more workers like him.

Congratulations to Julius Bayard. He is really a "Hero of Production."

Tireless Effort

Bill Twitchell was born in New Haven, Conn., but spent his childhood in West Haven. His father, a war veteran with a permanent disability discharge, later moved to Lake Worth, Fla., where Bill attended high school. Young Twitchell acted as a bugler in the Carl Vogel Post No. 47 of the Sons of the American Legion, the outfit which won the championship of the State of Florida three consecutive years.

The family moved to Miami in 1941 when Bill started his training in mechanics at the N. Y. A. Upon completion of his course Bill received a good recommendation from his instructor, but because of the lack of practical experience found it difficult to find work.

Anxious for experience, he applied at Embry-Riddle saying he would do anything or take any job. Engine Overhaul came to his rescue and gave him his chance, and



BILL TWITCHELL, left, and
"GEORGIA BOY" BAYARD.

Bill proved his worth by hard work and steady attendance. It's a treat to watch Bill wade into an engine; believe me, he really gives it a going over and never stops until his work is done.

Bill tried to join the Army, but, unfortunately for Uncle Sam, he was rejected. He wants to take this opportunity to thank Mr. Grafflin, Mr. Ehne, Julius Bayard and his fellow workers for their help, encouragement and cooperation in helping him make the grade.

A. D. D'S

by Mary Frances Perner

Welcome home to Capt. Bacon after his trip to Warner Robins Air Service Command and to his home, Fort Walton. He finally returned to Miami battered but bright.

Gloria Odessa Dean just called to say that she will be back at work tomorrow. We have missed you, Gloria, and wish to extend our sympathy. While away she attended memorial services for her fiancée who was killed recently in the South Pacific.

Saturday morning we had a visit from Col. Martin and Major Schatte from Warner Robins Air Service Command who were here on a Command Inspection. Major Hoffer, Lt. Ball and Mr. Valentine also were here from Warner Robins Air Service Command on a Maintenance Inspection. They spent the week end and departed Monday afternoon.

I wonder why Marion Kline gets so excited when the phone rings at noon?

Rose Burke has returned from her trip to Atlanta—still half conscious.

Capt. Bacon and Patricia McNamara were visitors yesterday at the monthly meeting of the Federal Personnel Council of South Florida at the Shelborne Hotel on Miami Beach.

That streak of dust you saw the other afternoon was your writer hurrying home to get two letters from her husband in Germany. Oh, happy day

Have you all been to the carnival down in Allapattah? It seems to have quite an attraction as every night someone from our Detachment can be seen down there.

ARCADIA OVERHAUL

by Esther Wallich, Guest Reporter

Our friend and reporter, Bleeka Kistler, is enjoying a well earned vacation this week so has asked me to take over—patience, please, it will just be this one time, I promise!

We do hope Bleeka enjoys every minute of her vacation and comes back suntanned, rested and "eager."

Mildred Hollingsworth and Louise Donnell of our office force left us last week. Mildred has turned her talents and graciousness to Civil Service with Army Supply Depot (Hangar No. 5, in case you want to say hello). Louise is Tennessee bound with "hubby" who qualified as an ATC Pilot. We miss you both and hope you won't entirely forget your "Alma Mater."

Jeannie Mack is very ably taking over Louise's duties as head of the Timekeeping department, and we want to take this opportunity to congratulate her on the promotion and wish her good luck in carrying on.

A Good Job

Jean Daughtrey has stepped into Mildred's shoes. From all indications she is keeping things running smoothly among the invoices, proposals, reports, etc., with the help of our newcomer, Joyce Moore.

Among other new faces this past week in Overhaul are Allie Wright, Timekeeping; Daniel Drawdy, Engine Overhaul; Dixie Ray, Doping and Taping, and Mrs. Moore, Fabric. Welcome to you all and we hope you'll enjoy being a member of the Overhaul Family.

How did Lloyd Rames acquire the name "Mr. Curly"? That is the question. It's an intriguing story; ask him about it some day. The day of chivalry is not o'er (just slightly reversed).

If you should pass the Klint homestead one of these evenings you may hear the strains of "piano forte" floating o'er the breeze. We expect a recital one of these

Continued on next page

OVER THE TOP IN OVERHAUL

The Arcadia Overhaul department deserves much praise for the splendid showing they have made in the Red Cross War Fund Drive.

The employees in Overhaul have turned in \$200.25, which represents an average of \$1.40 per person. W. L. Bullock, Assistant General Manager of Carlstrom Field and chairman of the Red Cross drive, wishes to thank each and every one of you for your response.

If you haven't sent in your donation, do it now. And be generous.

ARCADIA OVERHAUL

Continued from preceding page

fine days, Mr. Klint—remember those scales, and if the family can take it—it won't be long.

Our Sanding department really is air conditioned now—from all appearances the girls enjoy their "out of doors" surroundings.

We want to welcome Myrtice Huff of the Fabric department who has been absent for several months due to illness. It's nice seeing you again, Myrtice. We're happy to know you've fully recovered.

WING FLUTTER

by Chester Alsdorf

Last Saturday night about a half hundred employees from Aircraft Overhaul and their friends gathered at the beautiful Coral Gables Country Club for a little get-together. Here, amidst tropical splendor and under the clear starlit skies, all the worry of the day was forgotten while we danced under the swaying palms to the soft strains of the orchestra playing our favorite numbers. Here too was pleasant relaxation for those who did not dance, for they sat sipping tall cool drinks and chatting with old and new-found friends.

Many To Come

All who attended said they had a wonderful time, and it is sincerely hoped that they did. There were a few who did not turn out for the occasion, which is a pity as we know they would have enjoyed themselves. We hope this party was the first of many to come.

Gus Edmands of the Field Service is the proud papa of a brand new baby boy.

Vernie Bowers, who expected to spend a belated honeymoon with her husband on visit to South Carolina and Pennsylvania, has been forced to spend her vacation in Miami. Unfortunately, her husband's furlough was cancelled.

Maria Betancourt has returned to work after a week's vacation. Etta Blitch of the Stencil department left on Wednesday on a leave of absence. She expects to spend about ten days at her home in Albany, Ga.

JOB RELATIONS COURSE

The first course in Job Relations Training, sponsored by the Training Within Industry of the War Manpower Commission, started in the Aircraft and Engine Division Monday.

The course consists of five two-hour sessions on Job Relations. It is a streamlined program for War industry from training within industry, drawn from experienced supervisors.

Completed Course

The first course was attended by Joseph R. Horton, General Manager of the A & E Division; W. M. Thomas, Administrative Assistant to the General Manager; T. W. Nelson, Production Manager for the Division; Charles F. Grafflin, Technical Assistant to the General Manager; William F. Ehne, Superintendent of Engine Overhaul; William C. Beckwith, Superintendent of Instrument Overhaul; William DeShazo, Superintendent of Aircraft Overhaul, Miami; Bruce Hadley, Superintendent of Maintenance, Chapman Field; Jack W. Hale, Division Inspector; Paul Meiners,

HOUSING SHORTAGE

In view of the fact that living quarters are still difficult to obtain in greater Miami, Embry-Riddle employees will be glad to learn that there now is an answer to their problems.

Since Embry-Riddle is recognized as an Essential Industry, the new quarters erected by the Miami Air Depot are now available to our employees in Miami Springs.

Supervisor of Production Control, Engine Overhaul; and M. D. Slocum, Supervisor of Production Control, Aircraft Overhaul, Miami.

This course will be given to all supervisory personnel of the Aircraft and Engine Division and the Embry-Riddle Technical School.

The next series of sessions will begin next Monday in the Technical School building. If those desiring to take this course will contact Dick Hourihan at Engine Overhaul he will see that you are enrolled in one of the classes.

BACK OUR FIGHTING BOYS

GIVE FREELY TO THE RED CROSS



THE TECHNICAL SCHOOL OF THE BRASILIAN AIR MINISTRY has welcomed another group of instructors to São Paulo. Posing on the steps of the Tech School on the day of their departure are, reading from left to right on the front row: K. B. St. John, L. S. Motoline, C. C. Cline and Danford Adams. Back row: R. R. Lichter, W. H. Clews, J. M. White and F. P. Lowe.

ROUND RIDDLE

Continued from Page 8

Mr. and Mrs. Maldon Wright entertained friends at a bridge last Wednesday evening. Those attending were Mr. and Mrs. J. K. Rogers, Mr. and Mrs. C. Haskell, Mr. and Mrs. N. J. Dwyer, Mrs. Hardin, Miss R. B. Owen, Sgt. Griffith, Mr. and Mrs. C. Pirkle and Francis Harris. Mrs. Wright proved a delightful hostess and a good time was enjoyed by all.

We wish to welcome G. M. McCann, J. A. Stegell, R. E. Phillips and R. M. Horn, who recently arrived from Union City and are now on the P.T. line.

Gala Event

The annual St. Patrick's Day dance, sponsored by Father Geary of St. Catherine's Church in Clewiston, was a rousing success last Saturday evening. Delightful music was furnished by the 12-piece Morrison Field band and Master of Ceremonies for the evening was Sid Crochet.

A record attendance, estimated at 600, packed the Sugarland Auditorium for the gala event. Some of the guests were Cadets Lee, Mills, Midlane, Patterson, Pickles and Maunder of Course 17, accompanied by the Misses Doris Rich, Dotty Baldwin, Frances McDonald, Carol Illian and Katherine and Ann Hall, all of Palm Beach.

We are pleased to announce the arrival of R.A.F. F/O Peter John Stephens at No. 5 BFTS.

Sports

The Riddle Softball League at No. 5 BFTS will open on the 28th with a double-header. The "Maintenance Nuts" are scheduled to meet the Oxford Squadron and Yale will play Course 19.

On Wednesday, the 29th: Clewiston High vs. Course 18.

On Thursday, the 30th: Link vs. Harvard.

On Thursday, the 30th: "Maintenance Bolts" vs. "Permanent Party."

COURSE 18

Quiz? Can a rugby team play by itself? The answer is in the affirmative. Recently, 15 of our stalwarts and a reserve arrived in Clewiston, tired after a day's flying, to combat Course 19 and finding no opposition were forced to play a seven a side game.

The play was good and exciting but this does not distract from the absence of the Junior Course. If Course 19 are too timid to play us on their own, perhaps they could amalgamate with another Course.

Those of Course 18 who were present at the St. Patrick's Day dance would thank all those concerned for a wizard "do."

Lastly, the doings of "Cupid"; The little devil has unleashed his dart at one of our American Cadets who after a surprisingly high number of Link hours now appears to have altered course for the Administration building.

CARLSTROM CARROUSEL

by Kay Bramlitt

A card from former Flight Instructor Stanley Kitt advises that he is still stationed at Romulus, Michigan, his address being



Kay

306th Sq. RAAF, Romulus, Mich. Lt. Kitt is instructing transition on AT17s, UC78s and A29s at the present time. He sends his best regards to Johnny Clonts, Roscoe Brinton, Len Povey, Clem Whittenbeck and

everyone else who remembers him. Lts. John Ayala, Bob Greer, Tom Hellander and Paul Moomey are all still stationed at Romulus and are doing fine.

Welcome back to Capt. John Strauch, Commandant of Cadets, who has only recently returned after a leave of absence.

Congratulations to Sgt. Mickey Treadway who celebrated his 21st birthday anniversary on March 13th.

Hurry, Fools

W/O O. B. Lightfoot of the United States Navy, Carlstrom's former popular Purchasing Agent, is expected back in Arcadia shortly on a furlough. Hurry up, Fools, we're all anxious to see you.

On the trip to Gunter Field Basic School, Flight Instructors John Duris, Charles Riddling, Merton Roberts, Orin Hutchins and Roy Wemett, together with Link Trainer Instructor Sgt. John O'Brien, left Carlstrom on March 14th and returned on the 18th. These fellows reported a very enlightening and enjoyable trip, which was managed between classes.

Lt. Brooks, Statistical Officer, calls himself the "Walking Torch" after spending last Sunday on the beach at Sarasota!

Flight Instructors E. D. Treadwell and J. D. Van DeVenter have returned to their old jobs now that the Army is not so much in need of civilian flight instructors. They both did a fine job at Carlstrom and we hate to see them leave. Best of luck to you two gentlemen!

Good Luck

All Carlstrom also wishes the very best of luck to the following Flight Instructors who left this week for the Air Transport Command: Lester D. Hudson, Rowland Roelofs, Everett Hubbard, Joe Brown, Alfred H. "Carl" Odena, Martin L. "Bill" Greene, Henry P. Donnell and Paul Peek. Let us hear from you, fellows!

Mrs. Florence J. Barnaskey, mother of Lt. George Lathrop Barnaskey of Carlstrom's Class 42-I, writes that George is now on his way home after completing fifty combat missions against the Japs in the New Guinea area. That's mighty good news!

The passing of T. R. C. Crowell, R.A.I.

employee of long standing at Carlstrom, will be regretted not only by all local personnel but by many Carlstrom alumni here and abroad. "Pop" Crowell handled the laundry chore for the Cadets here for a long time and was in daily contact with most of the boys. "Pop," who had not been in the best of health for some months, died Monday, March 20th, at the ripe old age of 82.

CARLSTROM ANNIVERSARY

Continued from Page 13

visitors from far and near and have become a Carlstrom tradition.

On the road to victory a handful of Carlstrom Cadets have left shining markers that glow with an eternal light, the light of man's transcendent love for his fellowmen and country. F. H. Beeson, P. E. Jordan, C. L. Rowe, O. R. Misak, R. S. Coffman, G. A. Summers and R. L. Byrne carried with them to enemy territory the spirit of Carlstrom and enriched that spirit with their heroic deeds.

A legend of valor and devotion to duty arises from each name recorded on the imposing Carlstrom Honor Roll. Distinguished Flying Cross, Air Medal, Silver Star, Purple Heart—symbols of skill and and courage and hell that make our hearts beat faster and urge us on to victory.

And behind the tales of outstanding accomplishment at Carlstrom are the road-builders of the skyways, the Civilian Instructor Pilots, experienced, wise, imparting their knowledge, retracing their journeys, pointing out the corners, curves and landmarks they have passed, charting new roads for new wings.

Carlstrom Record

Through March 21, 1944, a total of 402,370 hours and 10 minutes had been flown at Carlstrom Field since the first cadet took to the air three years ago on March 22, 1941. These hours, representing more than 36,000,000 miles, include primary flight training of 5,251 cadets and the all-important training in the Instructor Refresher School.

And now as the oranges in Arcadia groves are turning yellow, plane after plane zooms up to become a silver fleck against the Carlstrom sky. The plans that John Paul Riddle proposed in 1940 have filled the skies over Big Prairie with ships and sent hundreds of the world's best fighters over Guadalcanal, New Guinea, Bougainville, the Gilbert Islands, Africa, Italy and Germany.

An even greater fruition of those plans will be the part Carlstrom students will play in the development of post-war aviation and post-war world unity. They will lead not in the spirit of domination but in the spirit of cooperation.

—Based on Mathild Claxton's history of Carlstrom Field

BRASILIAN AVIATORS ARE GUESTS OF EMBRY-RIDDLE WHILE IN MIAMI



MEMBERS OF A BRASILIAN AIR FORCE TECHNICAL GROUP, who have completed their training here in the United States and were guests of Embry-Riddle during their stay in Miami, are, left to right, 1st Sgt. Livio de Moura Rolim, 2nd Sgt. Hothir Spiridiao do Rego Barros, 2nd Sgt. Jota Brasileiro, 2nd Sgt. Monclar G'oes de Campos, 1st Sgt. Cid Costa, 2nd Sgt. Mario Furtado Villa, 2nd Sgt. Ernani Machado de Gusmao, Sub-Oficial Oscar Hertel, 2nd Sgt. Jose Vieira da Costa Valente, Sub-Oficial Antonio Coelho da Serra Aranha, 1st Sgt. Arthur Estrela de Souza, 1st Sgt. Jean Louis Bourdon, 2nd Sgt. Dioracy Wornelles Rocha, 1st Sgt. Oriel Ferreira Martuscelli, 1st Sgt. Paulo de Castro Condim, 2nd Sgt. Militino Vieira de Paiva, 1st Sgt. Francisco de Assis Barreto. George T. Ireland, Assistant General Manager of the Brazilian Foreign Agency, Edith del Junco, James Moller and Gerrit Schipper are seen looking out of the windows of the Embry-Riddle bus.

The alphabet of future opportunity
begins with



Opportunities in Aviation are coming thick and fast these days. And a lot of folks with the best of intentions but not enough foresight, are going to miss the chance of a lifetime. Trained men and women are in constant demand in practically every branch of Aviation right now. And that demand will continue in the peacetime years ahead. A moderate investment in sound training can pay you dividends the rest of your life. But remember, now is the time to act. Why not get the complete story?



baseros 1796

Paula Garzon de Lopez
3° piso dto. O
Buenos Aires, Argentina